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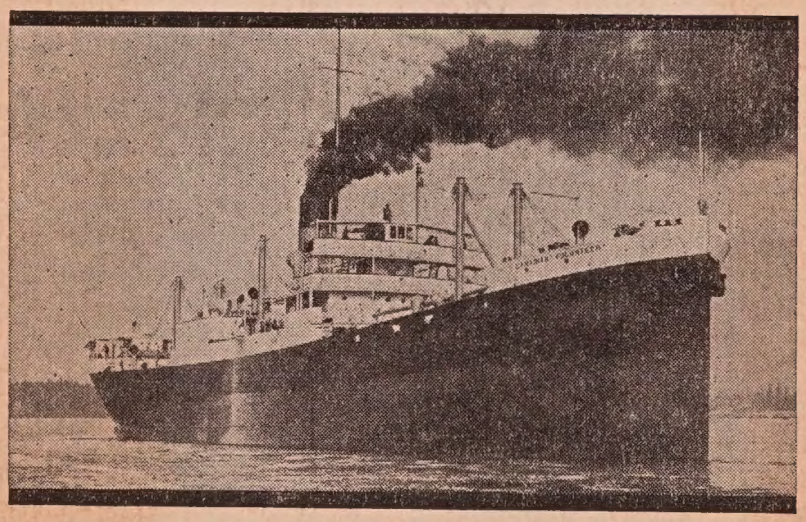
PORT OF SEATTLE (Port district)

Port commission.

REGISTER
OF
STEAMSHIP LINES AND VESSELS

OPERATING IN AND OUT OF SEATTLE HARBOR



COMPILED BY AND PRESENTED
WITH THE COMPLIMENTS OF THE

PORT OF SEATTLE COMMISSION

GENERAL OFFICES
BELL STREET TERMINAL
SEATTLE, WASH.

MARCH, 1921

The

INTERNATIONAL MEETING

OF THE

AMERICAN ASSOCIATION

OF

PORT AUTHORITIES

WILL BE HELD IN

SEATTLE, WASH.

OCTOBER, 1921

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COMPARATIVE DISTANCE TABLE

City	To Seattle	To San Francisco	To Los Angeles
Yokohama	4,255	4,536	4,836
Vladivostok	4,368	4,664	4,991
Kobe	4,601	4,882	5,182
Nagasaki	4,935	5,216	5,516
Shanghai	5,296	5,577	5,877
Hongkong	5,840	6,121	6,421
Manila	6,012	6,293	6,593
Singapore	7,160	7,441	7,741
Bativia	7,449	7,730	8,030
Colombo	8,750	9,031	9,331

RAIL

Chicago	2,190	2,261	2,298
New York	3,107	3,179	3,140

	Via Suez Canal	Via Panama Canal	Via Seattle
Yokohama to New York	13,056	9,699	7,362
Shanghai to New York	12,361	10,667	8,403
Hongkong to New York	11,605	11,212	8,947
Singapore to New York	10,154	12,522	10,267

	Via Suez Canal & New York	Via Panama Canal & New York	Via Seattle
Yokohama to Chicago	13,965	10,608	6,445
Shanghai to Chicago	13,270	11,576	8,067
Hongkong to Chicago	12,514	12,121	8,611
Singapore to Chicago	11,063	13,431	9,931

Distances appearing above taken from United States Shipping Board distance table and the United States Railway guide.

A thousand delegates to Seattle, the Seaport of Success, for the International Meeting of the American Association of Port Authorities, October 11-14, 1921.

ALASKA STEAMSHIP COMPANY

Pier 2, Seattle, Wash.

VESSELS	DEADWEIGHT TONNAGE
Alameda	2,350
Alaska	3,146
Cordova	2,830
Juneau	3,682
Jefferson	842
Ketchikan	3,552
Latouche	2,921
Northwestern	2,488
Redondo	1,330
Santa Ana	1,093
Skagway	2,400
Valdez	3,682
Victoria	2,917

PORTS OF CALL: Southeastern Alaska and Bering Sea ports.

SAILINGS:	
Alameda, Alaska, Northwestern	Weekly (In winter reduced service — about every ten days).
Victoria	June to October, approximately every 25 days.
Redondo, Santa Ana	As business offers.
Jefferson	Every 12 days.
Others	Irregular.

The Alameda, Alaska, Jefferson, Northwestern and Victoria have cold storage space.

ATLAS STEAMSHIP COMPANY

Albers Bros. Milling Co., Agents,
Arctic Bldg., Seattle, Wash.

VESSELS	DEADWEIGHT TONNAGE
Rainier	1,450
Northland	1,387

PORTS OF CALL: San Francisco, Mexican and Central American ports.

SAILINGS: Approximately every thirty days.

Seattle, by natural location, is the distributing center for the markets of Alaska, Siberia and the Orient.

ATLANTIC-GULF & PACIFIC STEAMSHIP CORPORATION

A. B. Natland, Agent
L. C. Smith Bldg., Seattle, Washington

VESSELS	DEADWEIGHT TONNAGE
West Haven	9,619
West Apaum	8,516
Liberator	11,713
Cape Henry	7,371
Cape Romain	7,371
Henry S. Groves	8,516
C. H. Cramp	8,516

PORTS OF CALL: Portland, San Francisco, Los Angeles, via Panama Canal to Mobile, Baltimore and Philadelphia.

SAILINGS: Approximately every two weeks.

BLUE FUNNEL LINE

Dodwell & Co., Ltd., Agents,
Stuart Bldg., Seattle, Wash.

Oriental Service

VESSELS	DEADWEIGHT TONNAGE
Tyndareus	14,250
Ixion	13,470
Talthybius	13,470
Teucer	12,680

PORTS OF CALL: Yokohama, Kobe, Hongkong and Manila.

SAILINGS: Every twenty-one days.

United Kingdom Service, via Panama Canal

VESSELS	DEADWEIGHT TONNAGE
Eurydamas	8,250
Eurypy	9,000
Myrmidon	7,380

PORTS OF CALL: London, Liverpool and Glasgow.

SAILINGS: Every sixty days.

The steamers in these two services are of the most modern type and among the fastest freight carriers in the world.

Seattle is the nearest Pacific coast port to the Orient. Seattle is 296 miles nearer Vladivostok and 281 miles nearer Yokohama, Shanghai, Hongkong and Manila, than San Francisco. A saving of from one to two days on fast vessels.

CANADIAN PACIFIC RAILWAY CO.

British Columbia Coast Steamship Service
608 Second Ave., Seattle, Wash.

VESSELS	GROSS TONNAGE
Princess Charlotte	3,843
Princess Victoria	1,943
Princess Adelaide	3,060

PORTS OF CALL: Vancouver, Victoria.

SAILINGS: A. M. daily and P. M. daily except Sundays during winter months.

These vessels are equipped for passenger service, although some freight is carried. The Princess Charlotte and the Princess Victoria are twin screw and the Princess Adelaide single screw.

EUROPEAN PACIFIC LINE

W. C. Dawson & Co., Agents,
Mutual Life Bldg., Seattle, Wash.

This Company operates seven steel vessels of 8,800 deadweight tons each.

PORTS OF CALL: Portland, San Francisco, San Pedro, Atlantic coast, United Kingdom and Continental European ports, via Panama Canal.

SAILINGS: Monthly.

GRAND TRUNK PACIFIC COAST STEAMSHIP CO., Ltd.

Grand Trunk Pacific Dock,
Seattle Washington

VESSELS	DEADWEIGHT TONNAGE
Prince Rupert	3,379
Prince George	3,372
Prince Albert	1,015
Prince John	905

PORTS OF CALL: Victoria, Vancouver, Ocean Falls, Swanson Bay, Prince Rupert, Anyox and Queen Charlotte Islands.

SAILINGS: Weekly.

The Port of Seattle operates a special pier for handling Oriental oils, equipped with machinery for heating, bulking and pumping. Storage tanks, ranging in size from 25,000 to 500,000 gallons each, may be rented by the day or month for storing bulk oil.

GENERAL STEAMSHIP CORPORATION

Colman Building, Seattle, Wash.

South American Service

VESSELS	DEADWEIGHT TONNAGE
Meriden	3,700
Wallingford	3,390
Depere	5,225
Derblay	5,225
Jeptha	5,225
Lake Filbert	4,040
Silverado	3,390

PORTS OF CALL: Ports of Colombia, Ecuador, Peru and Chile.

SAILINGS: Approximately every 20 days.

Australian and New Zealand Service

VESSELS	DEADWEIGHT TONNAGE
West Mahwah	8,593
West Camargo	8,584
West Holbrook	8,366
Las Vegas	8,366

PORTS OF CALL: Auckland, Wellington, Melbourne, Sydney and Newcastle.

SAILINGS: Monthly.

GRACE STEAMSHIP COMPANY

North Pacific Division, W. R. Grace & Co., Agents,
804-16 Hoge Bldg., Seattle, Wash.

VESSELS	DEADWEIGHT TONNAGE
Colusa	7,600
Santa Rita	2,600
Santa Inez	2,600
Santa Alicia	3,600
Santa Flavia	1,980
Delrosa	5,075
Bark Belfast	4,000

PORTS OF CALL: Ports of Peru and Chile.

SAILINGS: Monthly.

The placing of the S. S. "Colusa" on this route gives Puget Sound its first passenger service to South America. This steamer is equipped to accommodate twenty-five first-class passengers.

HARRISON DIRECT LINE

Balfour, Guthrie & Co., Agents,
Stuart Bldg., Seattle, Wash.

This company maintains a monthly service between Europe and the Pacific coast with steamers averaging 8,500 deadweight tons.

PORTS OF CALL: Antwerp, London, Liverpool and Glasgow, via Panama Canal to Los Angeles, San Francisco and Seattle.

HIND, ROLPH & COMPANY

Henry Building, Seattle, Wash.

VESSELS	DEADWEIGHT TONNAGE
Annette Rolph	3,500
Georgina Rolph	3,500

PORTS OF CALL: Mexican, Central and South American ports.

SAILINGS: Approximately every 8 weeks.

HOLLAND-AMERICAN LINE

204-205 Rainier Bldg., Seattle, Wash.

VESSELS	DEADWEIGHT TONNAGE
Eemdijk	12,000
Kinderdijk	12,000
Moerdijk	12,000

PORTS OF CALL: British Columbia ports, Columbia River ports, San Francisco and Los Angeles to Liverpool, London, Antwerp, Rotterdam and Hamburg, via Panama Canal.

SAILINGS: About monthly.

All of these steamers are fitted with cold storage space for meat, fish, apples, fruits and other perishables. Steamers available for full cargoes of grain run occasionally.

Seattle is served by four trans-continental railways. It is the western terminus of the Chicago, Milwaukee & St. Paul Railway, Great Norhern Railway, Northern Pacific Railway and the Union Pacific System. These railways connect directly with the docks.

ISTHMIAN STEAMSHIP LINES

Norton, Lilly & Company, Agents,
Alaska Bldg., Seattle, Wash.

VESSELS	DEADWEIGHT TONNAGE
Steelmaker	10,000
Steel Worker	10,000
Steel Inventor	10,000
Steel Age	10,000
Steel Voyager	10,000
Steel Ranger	10,000
Steel Trader	10,000
Bantu	10,000

PORTS OF CALL: New York, London and Avonmouth, via Panama Canal.

SAILINGS: Every 10 days.

JAVA-CHINA-JAPAN LINE

General Steamship Corporation, Agents,
Colman Bldg., Seattle, Wash.

VESSELS	DEADWEIGHT TONNAGE
Bali	10,000
Tjibembang	10,000
Krakatau	10,000
Bondowoso	10,000
Tjisondari	10,000

PORTS OF CALL: These steamers maintain a service between San Francisco and Java ports in Dutch East Indies, but call at ports on Puget Sound if 500 tons of cargo is offered.

SAILINGS: Monthly.

Seattle is the gateway to Alaska, and the home port of all steamship lines operating between the States and the Northland.

The Port of Seattle terminals are equipped with sprinkling systems and other fire prevention apparatus. Minimum insurance rates apply on all terminals.

JOHNSON LINE OF STOCKHOLM, Sweden

304-16 Hoge Building,
Seattle, Wash.

VESSELS	DEADWEIGHT TONNAGE
Buenos Aires	9,200
Suecia	6,520
Pedro Christopherson	6,520
Pacific	6,520
San Francisco	6,520
Kron Princessan Margareta	6,520

PORTS OF CALL: Christiania, Gothenburg, Malmoe, Stockholm; thru bills of lading to all minor Norwegian and Swedish ports. Also accept cargo for Calais and Havre, France.

SAILINGS: Monthly.

These vessels have accommodations for ten first-class passengers.

LUCKENBACH STEAMSHIP LINE

General Steamship Corporation, Agents,
Colman Bldg., Seattle, Wash.

This company maintains a bi-monthly service between Puget Sound and the Atlantic coast, via the Panama Canal, with a fleet of all-steel steamers, ranging in tonnage from 7,000 to 12,000 deadweight tons each.

PORTS OF CALL: Grays Harbor, Astoria, Portland, San Francisco, Los Angeles, San Diego to Charleston, Baltimore and New York via Panama Canal.

McCORMICK STEAMSHIP LINE

109 Cherry Street, Seattle, Wash.

VESSELS	DEADWEIGHT TONNAGE
Celilo	943
Wapama	951
Klamath	1,083
Multnomah	969
Willamette	903

PORTS OF CALL: San Diego, San Pedro and San Francisco.

SAILINGS: Weekly.

The Port of Seattle offers waterside dry and bonded storage for 90,000 tons of miscellaneous cargo.

MATSON NAVIGATION COMPANY

Alexander & Baldwin, Ltd., Agents,
500 Mehlhorn Bldg., Seattle, Wash.

VESSELS	DEADWEIGHT TONNAGE
Hyades	5,500
Hollywood	8,800
West Keene	8,800

PORT OF CALLS: Honolulu, Kahului, Port Allen and Hilo.

SAILINGS: Approximately every 15 days.

MITSUBISHI SHOJI KAISHA, Ltd.

Central Building, Seattle, Washington

This company operates vessels ranging from 6,000 to 8,000 deadweight tons each in the transpacific service.

PORS OF CALL: Portland, ports of China, Japan, French-Indo-China and Straits Settlements.

SAILINGS: Irregular.

MITSUI & COMPANY

James Griffiths & Sons, Agents,
Burke Bldg., Seattle, Wash.

VESSELS	DEADWEIGHT TONNAGE
Mandasan Maru	7,240
Tenpaisan Maru	8,180
Horaisan Maru	8,825
Kongosan Maru	8,195

PORTS OF CALL: Yokohama, Yokkaiche, Kobe, Japan; Shanghai, China; Dairen, Manchuria.

SAILINGS: Approximately every 20 days.

THE CHARLES NELSON COMPANY

W. C. Dawson & Co., Agents,
Mutual Life Building, Seattle, Washington

This company operates eight vessels of 1,000 deadweight tons each.

PORTS OF CALL: Pacific Coast ports.

SAILINGS: Three times per week.

The Port of Seattle operates a weighing, sampling and taring division. Goods are stamped and marked. Packages reconditioned.

NIPPON YUSEN KAISHA

409 Colman Bldg., Seattle, Wash.

VESSELS	DEADWEIGHT TONNAGE
Fushimi Maru	12,670
Suwa Maru	12,700
Kashima Maru	12,700
Katori Maru	11,360
Toyama Maru	10,620
Toyohashi Maru	10,470
Tajima Maru	10,300
Cape Finisterre	20,000

PORTS OF CALL: Victoria, Yokohama, Kobe, Nagasaki, Moji, Shanghai, Manila and Hongkong.

SAILINGS: Approximately every two weeks.

The Fushimi Maru, Suwa Maru, Katori Maru and Kashima Maru each have accommodations for 120 first-class passengers, 60 second-class passengers, and 275 third-class passengers. The Toyama Maru, Toyohashi Maru and Tajima Maru have accommodations for 10 first-class passengers and are also equipped with deep tanks (about 1,000 tons) for the transportation of oil in bulk.

The Cape Finisterre has accommodations for 529 first-class passengers, 102 second-class passengers, 120 intermediate-class passengers and 750 third-class passengers.

NORWAY-PACIFIC LINE

A. M. Gillespie, Inc., Agents,
Arctic Building, Seattle, Washington

VESSELS	DEADWEIGHT TONNAGE
George Washington	10,000
Borglund	10,000
Theodore Roosevelt	10,000

PORTS OF CALL: Scandinavian and North Sea ports; French and Mediterranean ports as inducements offer.

SAILINGS: Irregular; about every two months.

The Port of Seattle operates two large waterside cold storage plants with special facilities for the receiving and delivering of fruits vegetables, frozen meats, fish, etc., direct between ships and plants.

NORTH ATLANTIC & WESTERN STEAMSHIP COMPANY

Pacific Steamship Company, Agents,
L. C. Smith Building, Seattle, Washington

VESSELS	DEADWEIGHT TONNAGE
Lehigh	7,825
West Togus	8,800
Yalza	8,800
West Isleta	8,800
Artigas	7,825

PORTS OF CALL: Portland, Ore., San Francisco, Los Angeles, San Diego via Panama Canal to Philadelphia, Boston, and Portland, Maine.

SAILINGS: Approximately every two weeks.

OSAKA SHOSEN KAISHA

W. C. Dawson & Co., Agents,
Mutual Life Building, Seattle, Washington

VESSELS	DEADWEIGHT TONNAGE
Africa Maru	12,000
Alabama Maru	12,000
Arabia Maru	12,000
Arizona Maru	12,000
Canada Maru	12,000
Chicago Maru	12,000
Hawaii Maru	12,000
Manila Maru	12,000
Mexico Maru	12,000

PORTS OF CALL: Kobe, Moji, Nagasaki, Shanghai, Manila and Hongkong.

SAILINGS: Semi-monthly.

Each of these vessels has approximately 600 tons of refrigerator space. They also have accommodations for 38 first-class passengers and 350 second-class passengers.

The Port of Seattle piers are equipped with modern handling facilities, shear leg and stiff leg derricks, gantry cranes, locomotive cranes, floating derricks, elevators, electric hoists, etc. Lifts up to 100 tons.

PACIFIC-CARIBBEAN-GULF LINE

A. M. Gillespie, Inc., Agents,
Arctic Building, Seattle, Washington

VESSELS	DEADWEIGHT TONNAGE
Iris	6,000
Eldorado	6,000
Alvarado	6,000
Eastern Sword	6,600

PORTS OF CALL: San Francisco, Los Angeles, Salina Cruz; ports on the western coast of Mexico; Colombian, Porto Rican and Cuban ports and New Orleans, via the Panama Canal.

SAILINGS: Monthly.

PACIFIC-ARGENTINE-BRAZIL LINE

A. M. Gillespie, Inc., Agents,
Arctic Building, Seattle, Washington

VESSELS	DEADWEIGHT TONNAGE
Pallas	7,500
Rotarian	7,500
West Notus	8,800
West Norranus	8,800

PORTS OF CALL: San Francisco, Los Angeles, Buenos Aires, Rosario, Bahia Blanca, Montevideo, Santos, Rio de Janeiro, Bahia and Pernambuco, via Panama Canal.

SAILINGS: About monthly.

PACIFIC MOTORSHIP COMPANY

Geo. S. Bush & Co., Agents
Colman Building, Seattle, Washington

VESSELS	DEADWEIGHT TONNAGE
Balcatta	4,500
Babinda	4,500
Boobyalla	4,500
Benowa	4,500

PORTS OF CALL: Los Angeles; ports of Guatemala, Honduras, Nicaragua, Costa Rica, Canal Zone, Colombia, Ecuador, Peru and Chile.

SAILINGS: To Peru and Chile about 1 vessel each month. To Central America, Canal Zone, Colombia and Ecuador about every 3 weeks.

Seattle has one of the finest natural harbors in the world, with a total water frontage of 193 miles, of which 53 miles is on tide water.

PACIFIC STEAMSHIP COMPANY

L. C. Smith Building,
Seattle, Washington

Puget Sound and S. E. Alaska Route

VESSELS	DEADWEIGHT TONNAGE
Spokane	1,985
City of Seattle	1,168
Admiral Rodman	1,050

PORTS OF CALL: Puget Sound and Southeastern Alaska.

SAILINGS: Spokane and City of Seattle every 10 days. The Admiral Rodman runs irregularly.

Puget Sound and S. W. Alaska Route

VESSELS	DEADWEIGHT TONNAGE
Admiral Watson	1,989

PORTS OF CALL: Puget Sound, Southeastern Alaska and Southwestern Alaska ports.

SAILINGS: Every twenty-one days.

Puget Sound and California Route

VESSELS	DEADWEIGHT TONNAGE
Admiral Schley	2,000
Admiral Dewey	2,030
Queen	2,235
Admiral Evans	1,969
Governor	4,810
President	4,907
Admiral Goodrich	2,264
Admiral Sebree	3,500

PORTS OF CALL: Puget Sound and California ports.

SAILINGS: Admiral Goodrich and Admiral Sebree, irregular. All others three times weekly.

Seattle is a land-locked, deep water harbor, with 12 square miles of available anchorage area. Average annual temperature 51 degrees Fahrenheit. No frost or snow to intefere with shipping or the handling of cargo. Average precipitation 32.21 inches.

PORT OF SEATTLE

Operates Two Modern Water-Side

Cold Storage Warehouses

and an

Ice Manufacturing Plant

Storage for

Fruits, Vegetables, Fresh Fish, Eggs, Butter and All Kinds of Perishables

Deliveries

Direct from Plants to Ships

PORT OF SEATTLE COMMISSION

GENERAL OFFICES

BELL ST. TERMINAL SEATTLE, WASH.

PACIFIC STEAMSHIP COMPANY—Cont.

Puget Sound-Trans-Pacific Route

VESSELS	DEADWEIGHT TONNAGE
Endicott	9,703
Eldridge	10,019
Wheatland Montana	9,962
Cross Keys	9,950
City of Spokane	9,695
Admiral Mayo	3,100

PORTS OF CALL: Yokohama, Kobe, Dairen, Shanghai, Manila and Hongkong.

SAILINGS: Admiral Mayo, irregular. All others every three weeks.

Puget Sound-Portland-Trans-Pacific Route

VESSELS	DEADWEIGHT TONNAGE
West Hartland	8,625
Iconium	9,504
Western Knight	8,500
Osaqumsick	9,550
Elkton	9,695

PORTS OF CALL: Trans-pacific ports.

SAILINGS: Irregular.

PARR, McCORMICK STEAMSHIP LINE

Pier 4, Seattle, Washington

This company operates vessels ranging from 1,400 to 2,400 deadweight tons on the Seattle route.

PORTS OF CALL: Grays Harbor, Portland, San Francisco and Eureka.

SAILINGS: Semi-weekly.

Deep sea vessels may dock at Seattle terminals at high or low tide. The average depth of water at end of piers is 35 feet at low tide. The minimum depth of main channel to the Pacific Ocean is 136 feet and vessels enter Seattle harbor under their own steam or sail, unaccompanied by pilots.

THE ROYAL MAIL STEAM PACKET COMPANY

204-205 Rainier Building
Seattle, Washington

This company operates a fleet of six steel motorships of 15,000 deadweight tons each.

PORTS OF CALL: Portland, San Francisco, Los Angeles, via Panama Canal to Liverpool, London, Antwerp, Rotterdam and Hamburg

SAILINGS: Approximately every three weeks.

THE SIBERIAN COMMERCIAL COMPANY

122 Grand Trunk Dock, Seattle, Washington

VESSELS	DEADWEIGHT TONNAGE
Gedney	350

PORTS OF CALL: Hyder, Stewart, Ketchikan, Port Conclusion, Port Walter, Petersburg and Icy Straits.

SAILINGS: Approximately every two weeks.

SOCIETE GENERALE de TRANSPORTS MARITIMES a VAPEUR

Norton, Lilly & Company, Agents,
Alaska Building, Seattle, Washington

VESSELS	DEADWEIGHT TONNAGE
Mont Cenis	5,000
Mont Cervin	5,000
Mount Etna	5,000
Mount Berwin	5,000
Rossai	5,000

PORTS OF CALL: Portland, San Francisco, San Diego, Mexican ports, Central American ports, Canal Zone, to Marseilles, France and Genoa, Italy, via Panama Canal.

SAILINGS: Monthly.

Vessels are available for full cargoes of grain, lumber and canned salmon to Mediterranean points.

Puget Sound, of which Seattle is the leading port, is the greatest lumber producing center in the world.

STANDARD OIL COMPANY

Alaska Building, Seattle, Washington

VESSELS	DEADWEIGHT TONNAGE
Atlas	3,000
Capt. A. F. Lucas	6,000
Charlie Watson	3,000
Col. E. L. Drake	6,000
D. G. Scofield	12,000
El Segundo	5,200
F. H. Hillman	5,200
J. A. Moffett	9,000
K. R. Kingsbury	12,000
Richmond	9,000
R. J. Hanna	10,100
S. C. T. Dodd	10,000
W. S. Miller	10,100
Barge S. O. Co. No. 91	3,450
Barge S. O. Co. No. 93	3,900
Barge S. O. Co. No. 95	7,050

PORTS OF CALL: All principal ports from San Diego, California, to Cordova, Alaska and Hawaiian Islands.

SAILINGS: Irregular.

STRUTHERS & DIXON, INC.

L. C. Smith Building, Seattle, Washington

VESSELS	DEADWEIGHT TONNAGE
West Ison	8,800
Deuel	8,800
West Himrod	8,800
West Jena	8,800
West Jessup	8,800
West Ivis	8,800

PORTS OF CALL: Yokohama, Kobe, Shanghai, Hongkong and Manila.

SAILINGS: Approximately every 17 days.

Seattle has hundreds of acres of undeveloped waterfront land available for manufacturing sites. Electricity, coal and water are plentiful and cheap.

SUZUKI & COMPANY

Colman Building, Seattle, Washington

This company operates vessels ranging from 5,000 to 12,000 deadweight tons each, in the Seattle service.

PORTS OF CALL: Yokohama, Kobe, Shanghai, Hongkong and Dairen.

SAILINGS: Monthly.

THORNDYKE-TRENHOLME CO., INC.

L. C. Smith Building, Seattle, Washington

VESSELS	DEADWEIGHT TONNAGE
Kayseeka	8,756
Yosemite	9,410
Jalapa	9,400
Eastern Glen	8,360
Eastern Victor	8,385
Western Cross	8,752
Eastern Mariner	10,500

PORTS OF CALL: World ports.

SAILINGS: Irregular.

UNION OIL COMPANY OF CALIFORNIA

3000 Railroad Ave., Seattle, Washington

VESSELS	DEADWEIGHT TONNAGE
Argyll	1,880
Oleum	1,795
Lansing	3,429
Washtenaw	2,004
Lyman Stewart	3,831

PORTS OF CALL: Vancouver, San Francisco, Port San Luis.

SAILINGS: The Argyll and Lyman Stewart sail every 10 days; the others sail irregularly.

Seattle leads the world in the marketing and distribution of fresh and canned salmon.

UNITED AMERICAN LINES

W. C. Dawson & Co., Agents,
Mutual Life Building, Seattle, Washington

This company operates a fleet of all-steel vessels ranging in size from 10,000 to 12,000 deadweight tons each.

PORTS OF CALL: Portland, San Francisco, San Pedro, Charleston and New York, via Panama Canal.

SAILINGS: Every fourteen days.

UNITED STATES TRANSPORT COMPANY

A. M. Gillespie, Inc., Agents,
Arctic Building, Seattle, Washington

This company operates a fleet of ten vessels of 9,400 deadweight tons each on the Seattle route.

PORTS OF CALL: Portland, San Francisco, Los Angeles, via Panama Canal to Charleston, Baltimore, Philadelphia and New York.

SAILINGS: Approximately every fifteen days.

UNIVERSAL SHIPPING AND TRADING COMPANY

Alaska Building, Seattle, Washington

VESSELS	DEADWEIGHT TONNAGE
Broxton	5,600
Snoqualmie	5,600
Adria	4,600
Agylla	4,600
Agron	4,600
Commodore	2,500
Bianca	3,500

PORTS OF CALL: These vessels are available as cargo is offered for service to world ports, and are allocated for full cargoes of lumber, etc.

SAILINGS: Tramp service.

Seattle offers ample dry docking facilities for the largest ocean liners. Water and coal are furnished ships at the lowest rates of any port on the Pacific coast.

FRANK WATERHOUSE & COMPANY

Central Building, Seattle, Washington

VESSELS	DEADWEIGHT TONNAGE
Delight	7,500
Stanley	9,600
West Ivan	8,800
West Jappa	8,800
West Jester	8,800
Nile	9,800

PORTS OF CALL: Yokohama, Kobe, Manila, Hongkong and Shanghai.

SAILINGS: Monthly.

WILLIAMS STEAMSHIP COMPANY, Inc.

Thorndyke-Trenholme Co., Inc., Agents,
L. C. Smith Building, Seattle, Washington

VESSELS	DEADWEIGHT TONNAGE
Willfaro	11,000
Willpolo	8,800
Willsolo	11,000
Willhilo	8,800

PORTS OF CALL: Pacific Coast ports to Baltimore and New York, via the Panama Canal.

SAILINGS: Every twenty-five days.

YAMASHITA KISEN KAISHA, Ltd.

A. M. Gillespie, Inc., Agents,
Arctic Building, Seattle, Washington

This company operates a large fleet of modern cargo steamers which are allocated to the Seattle service as inducements offer.

PORTS OF CALL: Victoria, Vancouver, Japan, China and Straits Settlements.

SAILINGS: Tramp service.

The Pacific is the sea of to-morrow and on its shores is found the great unused and unexploited material wealth of the world.

BANKS IN SEATTLE

American Finance Company,
900 Third Avenue.

American Savings Bank and Trust Co.
American Bank Building.

Bank of California,
801 Second Avenue.

Canadian Bank of Commerce,
Second Ave. & James Street.

Carstens & Earles, Inc.,
Lowman Building.

Citizens Bank of Georgetown, Georgetown.

Dexter Horton National Bank,
Second Ave. & Cherry Street.

Discount Corporation,
Boston Building.

First National Bank,
Pioneer Building.

Green Lake State Bank,
E. 72d St. & Woodlawn Avenue.

Guaranty Bank & Trust Co.
801 First Avenue.

Industrial Loan & Investment Company,
421 Union Street.

Japanese Commercial Bank,
222 Second Avenue So.

King County State Bank,
4345 14th Avenue N. E.

Marine National Bank,
721 Second Avenue.

Metropolitan National Bank,
Fourth Ave. and Union Street.

National Bank of Commerce,
Second Ave. & Spring Street.

National City Bank,
822 Second Avenue.

North Side State Bank,
3424 Fremont Avenue.

Northwest Trust & Savings Bank,
Second Ave. & Union Street.

Oriental American Bank,
600 Main Street.

The trend of American foreign commerce is westward across the Pacific. China, Japan, India and the territory bordering on the Pacific is the home of two-thirds of the population of the world.

BANKS IN SEATTLE—Continued

Park-Union Foreign Banking Corporation,
L. C. Smith Building.

Peoples Savings Bank,
200 Pike Street.

Perkins, Wm. D. & Company,
211 Cherry Street.

Rainier Valley State Bank,
4850 Rainier Avenue.

Scandinavian-American Bank,
Alaska Building.

Seaboard National Bank of Seattle,
Fourth Ave. & Pike St.

Seattle Branch Federal Reserve Bank of San Francisco,
310 Columbia Street.

Seattle Clearing House Association,
Alaska Building.

Seattle National Bank,
Second Avenue and Columbia.

Seattle Savings & Loan Association,
909 Third Avenue.

Specie Bank of Seattle,
127 Prefontaine Place.

State Bank of Seattle,
Second Ave. & Madison

Sumitomo Bank, Ltd., The,
802 Third Avenue.

Toby Bank,
4850 Rainier Avenue.

Union National Bank,
Hoge Building.

University State Bank,
4500-14th Ave. N. E.

Washington Loan & Trust Co.,
11 Stewart Street.

Washington Mutual Savings Bank,
810 Second Avenue.

West Seattle State Bank,
4558 California Street.

Yokohama Specie Bank, Ltd.,
822 Third Avenue.

The State of Washington possesses one-seventh of the water-power of the United States.

FOREIGN CONSULS IN SEATTLE

Belgian Consulate,
Raymond A. de Turenne, Consul; Jos. A.Hertogs, Vice-Consul.
Bank for Savings.

Bolivian Consulate,
Nemesio Menacho, Consul,
L. C. Smith Building

British Consulate,
Bernard Pelly, Consul,
Lowman Building.

Chilean Consulate,
Lucio Villegas, Consul,
Hoge Building.

Chinese Consulate,
Goon Dip, Consul,
711 King Street.

Danish Consulate,
M. I. Lehmann, Vice-Consul,
Hoge Building Annex.

Dutch Consulate,
Capt. J. C. J. Kempees, Consul,
208 Columbia Street.

French Consulate,
Christian Vacher-Cordiere, Consul,
Securities Building.

Greek Consulate,
C. Lilopoulos, Consul,
White Building.

Italian Consulate,
Italo Unti, Vice-Consul,
Lyon Building.

Japanese Consulate,
Morinodu Hirota, Consul,
Central Building.

Mexican Consulate,
Lauro M. Campos, Consul,
Arctic Building.

Nicaraguan Consulate,
W. L. Kennedy, Consul,
304 East Olive Street

Norwegian Consulate,
T. H. Kolderup, Vice-Consul,
706 Third Avenue.

Panaman Consulate,
Adolfo Bracons, Consul,
Oriental Building.

Paraguayan Consulate,
Erastus Brainerd, Consul,
Central Building.

Peruvian Consulate,
J. M. Macedo, Consul,
Colman Building.

Russian Consulate,
N. V. Bogoiavlensky, Imperial Consul,
Securities Building.

Spanish Consulate,
John Wesley Dolby, Vice-Consul,
New York Block.

Swedish Consulate,
Andrew Chilberg, Vice-consul,
Scandinavian-American Bank.

Swiss Consulate,
Samuel J. Wettrick, Consul,
Arctic Building.

Venezuelan Consulate,
Lucio Villegas, Consul
Hoge Building.

Arrange your business trip to the United States so that you may attend the International Meeting of the American Association of Port Authorities at Seattle, October 11-14, 1921.

PORT OF SEATTLE

ITEMIZED STATEMENT OF PHYSICAL INVESTMENT

SALMON BAY		
Wharf and Transit Shed	$615,500	
Marine Ways	21,500	$ 637,000
SMITH'S COVE PIER "A"		
Wharf and Transit Shed	424,500	
Oil Dock	359,000	
Steel Dock	279,000	1,062,500
SMITH'S COVE PIER "B"		
Wharf and Transit Sheds		2,298,900
BELL STREET		
Wharf and Transit Shed	413,500	
Warehouse	352,500	
Cold Storage Warehouse	205,500	971,500
STACY STREET		
South Wharf and Transit Shed	306,600	
North Wharf and Transit Shed	354,600	
Warehouse	361,800	1,023,000
SPOKANE STREET		
Wharf and Transit Shed	433,500	
Salmon Warehouse	244,700	
Cold Storage Warehouse	422,700	
Fish Storage Warehouse	126,000	
Ice Manufacturing Plant	78,200	
Compressor Plant	41,000	1,366,100
HANFORD STREET		
Wharf and Transit Shed	554,000	
Grain Elevator	477,100	1,031,100
CANAL WATERWAYS		595,000
FERRY LANDINGS		127,300
		$9,112,400

MECHANICAL AND ELECTRICAL EQUIPMENT INSTALLED ON PORT OF SEATTLE TERMINALS

The following does not include Automatic Sprinkler Systems, Electric Lighting and Power Systems and Domestic Fire Protection Water Supply Systems, as this equipment is considered part of the superstructure and is included in the cost of the latter. If included the total value of equipment would be approximately $947,546.00.

The mechanical and electrical equipment consists of the following units:

1—100-ton Shear Leg Derrick.
1— 75-ton Shear Leg Derrick.
1— 3-ton Shear Leg Derrick.
1— 5-ton Gantry Crane (325 H. P.)
2— 35-ton Locomotive Cranes.
1— 15-ton Locomotive Crane.
1— 45-inch Electric Magnet and Generator.
1— 12-ton Stiff Leg Derrick.
1— 4-ton Stiff Leg Derrick.
2— 1-ton Stiff Leg Derricks.
1—300-ton Marine Ways and Hoist.
1—100-ton Marine Ways and Hoist.
15 Miles of Public Railway Tracks and Spurs.
Complete equipment for the 1,000,000-bushel Grain Elevator, including cleaning and dust collecting machinery.
3—110-ton Ammonia Compressors and Auxiliary equipment.
3— 35-ton Ammonia Compressors and Auxiliary Equipment.
17—Electric Elevators ranging in capacity from one-half ton to 20 tons. (The largest elevators in Seattle.)
150—Electric Motors, total H. P. 3500 (ranging in capacity from 1 H. P. to 450 H. P.)
1—450 H. P. Motor Generator Set.
2— 25 H. P. Motor Generator Sets.
2—7½ H. P. Motor Generator Sets.
1—50-ton Railroad Track Scale.
30—Dock and Warehouse Scales. (Capacity 1 to 6000 pounds.)

(OVER)

Mechanical and Electrical Equipment Installed on Port of Seattle Terminals.

(CONTINUED)

10—Electric Tractors (2-ton load capacity and 7½-ton trailer capacity).
235—Four-Wheel Trailer Trucks.
615—Two-Wheel Hand Trucks.
1—Transveyor for Moving Freight.
1—2-ton Revolvator for Piling Freight.
2—¾-ton Tiering Machines.
7—Brown Portable Inclined Conveyors.
2—1½-ton Portable Electric Stacking Elevators.
3—20-ton Barlow Marine Elevators.
2—Spiral Chutes.
2—2-ton Cargo Winches.
300 Feet Gravity Roll Conveyors.
9—Portable Second Floor Loading Platforms.
18—Second Floor Loading-out Chutes.
1—1½-ton Cargo Mast and Hoist (15 H. P. Electric Hoist.)
1—Electrically operated Bridge.
2—Portable Bridges. (Manually operated.)
3—Steam Heating Plants.
5—Hot Water Heating Plants.
1—300-Gal. (per min.) Centrifugal Oil Pump.
1—250-Gal. (per min.) Rotary Oil Pump.
4—150-Gal. (per min.) Rotary Oil Pumps.
1—800-Gal. (per min.) Centrifugal Water Pump.
1—½-ton Ice Elevator.
1—60-ton (per hour) Vertical Ice Conveyor.
1—25-ton Ice Crusher.
1—50-ton Ice Crusher.
1—Fish Glazing Tank with 1-ton Electric Traveling Crane.
2—Icing Platforms and Runways.
1—1½-ton Traveling Ice Crane (Electrically Operated.)
1—Ice Drop and Electrically Driven Ice Conveyor.
1—30 H. P. Centrifugal Blower.
38—Motor Driven Air Cooling Blowers.
2—Hay Compressors (150-ton capacity per 24 hrs.)
1—Machine Shop with Power Driven Machinery.
1—Carpenter Shop with Power Machinery.
4—Blacksmith Shops.
10—Automobiles, including one 1-ton Truck.

Our Freight Handling and Storage Facilities

Enable Us to be of the Utmost Service to Importers and Exporters

ASSEMBLY SHEDS AND WHARVES

Steel, Lumber, Oriental Oils, Grain, Canned Salmon, General Miscellaneous Cargoes.

Lifts up to 100 tons.

Cold, Dry and Bonded Storage Warehouses

Consult Us for Rates and Information

Port of Seattle Commission

General Offices

Bell Street Terminal, Seattle, Wash.

PORT OF SEATTLE TERMINALS.

A Brief Description of the Seven Terminals Operated by the Port of Seattle

The Smith's Cove Terminal Pier "A" is 310 ft. wide and approximately one-half mile in length; has 3,698 lineal ft. of berthing space, and 35 ft. of water at low tide. About one-third of the area of the pier is covered by transit sheds 100 ft. wide. The remainder of he wharf is open; the east side is used for export lumber, steel and machinery, while the west side is used for bulking, heating and pumping vegetable and fish oils. This pier is equipped with a 225 h. p. traveling gantry crane, a shear leg derrick of 125 ton capacity; one 15-ton and two 35-ton locomotive cranes and other miscellaneous handling equipment. There are 4.02 miles of railway trackage on the pier.

The Smith's Cove Terminal Pier "B" is the largest commercial pier in the world. It is located immediately to the west of Pier "A" and is separated from it by a slip 350 ft. wide. It has 5,381 lineal ft. of berthing space and 35 ft. of water at low tide. The pier is 367 ft. wide and 2,580 ft. long, and was constructed at a cost of $2,500,000. On the inner end of the pier are located two transit sheds, 120 ft. wide and 1,000 ft. long, two stories in height, of frame construction, covered with galvanized corrugated iron. Mechanical handling equipment, similar to that of Pier "A" is used on this terminal. The sheds are equipped with modern passenger accommodation for trans-pacific liners. There are 5.27 miles of railway trackage on the pier.

The Spokane Street Terminal consists of a two-story transit shed, 90 ft. wide and 882 ft. long, a two-story salmon warehouse, 147 ft. wide and 514 ft. long, a fish handling shed, a fish storage plant, an ice manufacturing plant and a seven-story cold storage building, 147 ft. wide and 195 ft. long. The cold storage building is of reinforced concrete and has a capacity of 20,000 net tons. The fish storage plant has a freezing capacity of 65 tons per day and a storage capacity of 2,000 net tons. The ice manufacturing plant has a capacity of 100 tons per day, and the bunkers have a storage capacity of 5,000 tons. The pier has 1,374 lineal ft. of berthing space and 35 ft. of water at low tide.

The Hanford Street Terminal consists of a two-story transit shed and a grain elevator of one million bushel capacity. The two-story section of the transit shed is 90 ft. wide and 828 ft. long, while the one-story extension is 80 ft. wide and 330 ft. long. The bulk receiving capacity of the grain elevator per day is 95 cars, and the bulk shipping capacity per hour is 24,000 bushels. The pier has 1480 lineal ft. of berthing space and 35 ft. of water at low tide.

The Stacy Street Terminal consists of two one-story transit sheds, one 90 ft. wide and 954 ft. long, the other 90 ft. wide and 732 ft. long, separated by a slip 212 ft. wide; and a four-story reinforced concrete warehouse 78 ft. wide and 318 ft. long, with a capacity of 17,000 net tons. The pier has 2,590 lineal ft. of berthing space and 35 ft. of water at low tide.

The Bell Street Terminal consists of a two-story transit shed, 70 ft. wide and 870 ft. long, while the two-story extension is 43 ft. wide and 170 ft. long, and a four-story concrete warehouse, which is divided into a cold and a dry storage warehouse. The dry storage section is 80 ft. wide and 300 ft. long; the cold storage section 80 ft. wide and 104 ft. long. The general offices of the Port of Seattle Commission are located on the fourth floor of this terminal. The pier has 1,228 lineal ft. of berthing space and 35 ft. of water at low tide.

The Salmon Bay Terminal is the largest in ground area of any of the Port terminals. It has a wharf 267 ft. wide and 360 ft. long, a transit shed 90 ft. wide and 100 ft. long, a fish net warehouse, two marine ways, of 100 and 300 ton capacity, and a mooring basin capable of accommodating 300 fishing vessels. The pier has 987 lineal ft. of berthing space.

LIBRARY OF CONGRESS
0 027 133 175 7

Port of Seattle

(A MUNICIPAL CORPORATION)

Owns and operates the largest freight and passenger ocean terminals in the world. Fully equipped with mechanical handling devices.

Water-side bonded, dry and cold storage warehouses, fish freezing and storage plant, ice manufacturing plant, and a million bushel capacity grain elevator.

A land-locked, deep water harbor.

Low insurance rates.

Full particulars concerning the Port of Seattle and the city of Seattle, the nearest American port to the Orient, furnished upon request.

Port of Seattle Commission

General Offices

Bell Street Terminal, Seattle, Wash.